

*“Economic expedience”*



*GMRC 122 at South Bethlehem, PA on April 21, 2010  
Originally a grain car.*





*This car was formerly leased to Calaveras Cement Co. of San Andreas, California which opened in 1926. In February, 2002 their name was changed to Lehigh Southwest Cement Co.*

*BNSF Equipment characteristics list 32 GMRC cars with numbers ranging from 103 to 169. CSX car characteristics list 35, suggesting 3 cars are gone.*

*GMRC 122 was probably former PLCX 122 rebuilt from a grain car in the mid 1980s. It was built in April, 1967 which suggests an origin among the hundreds of 4427 cubic foot cars in P-S lot 9154.*

*For a while in the 1980s, a substantial number of grain cars were rebuilt as cement cars to economically deal with a surplus of the former and a shortage of the latter. Several different designs were rebuilt including cars originally built by ACF, Bethlehem Steel, General American, and Pullman-Standard.*

*When I saw this car, it was in the company of four similar cars. One had been changed back to PLCX reporting marks. Vermont is known for talc mining, but these cars were empty and heading east on NS train 18G. Considering their age, I wonder if this was their last trip — to the scrap yard.*

*Eric A. Neubauer  
May, 2010*

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